

PROCEEDINGS

OF AN

ADJOURNED MEETING

OF THE

Convention of Representatives

OF THE VARIOUS

RAIL ROAD COMPANIES

BETWEEN THE

SEABOARD AND WESTERN CITIES,

HELD AT

CLEVELAND, OCT. 1, 1856.

CLEVELAND:

PRINTED BY HARRIS, FAIRBANKS & CO., HERALD OFFICE.

1856.

PROCEEDINGS.

ADJOURNED MEETING of the Cincinnati Rail Road Convention, of Sept. 17, 1856. Held at Cleveland,

WEDNESDAY, OCT. 1, 1856, 10 A. M.

Convention called to order by Chairman, Mr. RAMSDELL.

On motion, Mr. H. C. MARSHALL was appointed Secretary.

DELEGATES.

New York Central R. R.—Erastus Corning, Pres't, D. Richmond, V. Pres't, S. Drullard, Gen. Fr'g't Ag't, H. W. Chittenden, Ass't Sup't.

New York and Erie R. R.—Homer Ramsdell, Pres't, B. W. Blanchard, Gen. Fr'g't Ag't, C. B. Greenough, Gen. Tick. Ag't, B. F. Smith, Gen. Ag't.

Michigan Southern and Northern Indiana R. R.—John Wilkinson, Pres't, Sam Brown, Gen. Sup't, Alfred Wilkinson, Ass't Sup't, Geo. M. Gray, Gen. Ag't.

Michigan Central R. R.—Geo. Williams, Jr., Gen. Ag't, Thomas Frazer, Tick. Ag't.

Buffalo and Erie R. R.—Geo. Palmer, Pres't, D. Richmond, V. Pres't, C. H. Lee, Director, C. C. Dennis, Sup't.

Cleveland, Columbus and Cincinnati R. R.—L. M. Hubby, Pres't, E. S. Flint, Sup't, A. Stone, Jr., Director, A. Hills, Gen. Fr'g't Ag't, H. C. Marshall, Gen. Tick. Ag't.

Little Miami R. R.—John Kilgour, Sec'ry, W. H. Clement, Sup't, P. W. Strader, Gen. Ag't.

Columbus and Xenia.—Wm. Dennison, Jr., Pres't, Robert Neil, Director.

Bellfontaine Line.—John Brough, Pres't, E. S. Spencer, Gen. Fr'g't Ag't, J. F. Boyd, Gen. Tick. Ag't, John Canby, Sup't.

Indiana Central.—John Newman, Pres't, J. M. Smith, Sup't, James Hooker, Gen. Fr'g't Ag't.

Cleveland and Toledo.—E. B. Phillips, Sup't, L. D. Rucker, Gen. Ag't.

Cleveland and Erie.—Wm. Case, Pres't, H. Nottingham, Sup't.

Central Ohio.—D. S. Gray, Gen. Fr'g't Ag't.

Western R. R.—H. Gray, Sup't.

Boston and Worcester.—H. E. Sargeant, Gen. Fr'g't Ag't.

Toledo, Wabash and Western.—L. Tilton, V. Pres't.

Hudson R. R. R.—Samuel Sloan, Pres't, M. L. Sykes, V. Pres't, E. M. Gilbert, director, John Mulford, Gen. Fr'g't Ag't.

Pennsylvania Central.—H. H. Houston, Gen. Fr'g't Ag't.

Pitts., F. W. and Chicago.—J. J. Houston, Gen. Fr'g't Ag't.

Cleveland and Pittsburgh.—C. W. Rockwell, Pres't, J. Durand, Sup't.

T. H. and Alton.—B. F. Fifield, Gen. Tick. Ag't.

Steubenville and Indiana.—G. W. Fulton, Sup't.

Northern Cross.—W. G. Bullions, Sup't, Sam'l M. Burnham, Gen. Tick. Ag't.

Great Western (Canada).—W. A. Stevens, Gen. Ag't.

Cinn., Ham. and Dayton.—J. C. Wright, Director, S. S. L'Hommedieu, Pres't.

Hamilton and Eaton.—S. S. L'Hommedieu, Pres't.

Mad River and L. E. R. R.—R. E. Runkle, Pres't.

Phil., Wil. and Baltimore.—Sam. Collamer, Gen. Fr'g't Ag't.

Chicago, Alton and St. Louis.—H. A. Gardner, Chief Eng.

Madison and Indianapolis.—F. H. Smith, Pres't.

The President offered a letter from the President of the Baltimore and Ohio R. R. Co., in relation to the Railroad business between the East and the West. Read by Mr. GRAY.

On motion of Mr. SLOAN, *Resolved*, That the letter be laid upon the table. Carried.

On motion of GEO. WILLIAMS, JR., *Resolved*, That this Convention adjourn to 3 P. M.

3 O'CLOCK, P. M.

Minutes of last meeting were read, and on motion, were amended and approved.

On motion of Mr. DENNIS, *Resolved*, That a Committee be appointed to take in hand the Freight Tariff, and report on the same. Carried.

COMMITTEE ON FREIGHTS.

Mr. DRULLARD, N. Y. Central R. R.
 Mr. BLANCHARD, N. Y. and Erie.
 Mr. HOUSTON, Penn.
 Mr. HOUSTON, P. F. W. and C.
 Mr. GRAY, Central Ohio.
 Mr. BROWN, M. S. and N. I.
 Mr. WILLIAMS, M. Central.
 Mr. HOOKER, I. C. and D. and W.
 Mr. SPENCER, B. and I. and I. P. and C.
 Mr. HILLS, C. C. and C.
 Mr. SARGENT, B. and W. and Western.
 Mr. L'HOMMEDIEU, M. R. and L. E.
 Mr. STARIN, B. and Erie R. R.
 Mr. PHILLIPS, C. and T. R. R.
 Mr. MULFORD, H. R. R.
 Mr. L. TILTON, T. W. & W. R. R.

On motion of Mr. DENNIS, *Resolved*, That a Committee on Time Tables be appointed; also, to inquire into the expediency of reducing the number of trains.

COMMITTEE.

Mr. RICHMOND, N. Y. Central R. R.
 Mr. RAMSDELL, N. Y. and Erie R. R.
 Mr. SYKES, Hudson River R. R.
 Mr. DENNIS, B. and E. R. R.
 Mr. CLEMENTS, L. M. R. R.
 Mr. BROUGH, B. and I. and I. P. and C. R. R.
 Mr. WILKINSON, M. S. and N. I. R. R.
 Mr. STEVENS, Great Western R. R., C. W.
 Mr. GRAY, Western R. R.
 Mr. WILLIAMS, Mich. Central R. R.
 Mr. LOMBART, Penn. R. R.
 Mr. SMITH, I. C. and D. and W. R. R.
 Mr. L'HOMMEDIEU, C. H. & D.

On motion of C. C. DENNIS, adjourned to 7.30 P. M.

EVENING SESSION.

7.30 P. M.

Met pursuant to adjournment.

The Committees were not ready to report.

On motion of Mr. SLOAN, adjourned to 9 A. M. Thursday, Oct. 2d, 1856.

Convention met pursuant to adjournment, Oct. 2d, 1856.

Committee on Time Tables reported a Time Table, which was accepted ; action postponed to 2 P. M.

Mr. SLOAN brought up the communication of the Baltimore and Ohio R. R.

Mr. BROUGH moved that it be referred to the Freight Committee. Adopted.

Mr. DENNISON moved that the Convention adjourn to 3 P. M. Adopted.

Convention met pursuant to adjournment.

Mr. SLOAN moved the adoption of the Report of the Time Table Committee. Adopted.

REPORT OF TIME TABLE COMMITTEE.

EASTWARD.

CINCINNATI EXPRESS.		CHICAGO TRAINS.	
Leave Cincinnati,.....	6.00 A. M.	L've Chicago, 7.00 A. M.	3.00 P. M.
Arrive at Cleveland,.....	2.40 P. M.	Arr. Cleve'd, 9.30 P. M.	7.20 A. M.
Leave Chicago,.....	8.00 " "	L've Cleve'd, 10.00 " "	8.00 " "
Arrive at Cleveland,.....	2.30 " "	Arr. Buffalo, 5.30 A. M.	4.20 P. M.
Leave Cleveland,.....	3.20 " "	L've Buffalo, 6.00 " "	5.00 " "
Arrive at Buffalo,.....	10.10 " "	Arr. Albany, 4.45 P. M.	5.30 A. M.
Leave Buffalo,.....	10.45 " "	L've Albany, 5.15 " "	6.15 " "
Arrive at Albany,.....	9.45 A. M.	Ar. New York, 10.15 " "	11.15 " "
Leave Albany,.....	10.15 " "		
Arrive at New York,....	3.30 P. M.		

WESTWARD.

Leave New York,---	6.30, A. M.	4.30, P. M.	11.00 A. M.
Arrive at Albany,---	11.30, " "	10.30, " "	5.30 P. M.
Leave Albany,-----	12.00, M.	11.00, " "	6.00 P. M.
Arrive at Buffalo,---	11.30, P. M.	10.40, A. M.	6.30 A. M.
Leave Buffalo,-----	11.40, " "	10.40, " "	7.00 " "
Arrive at Cleveland,---	7.30, A. M.	5.20, P. M.	2.30 P. M.
Leave Cleveland,---	8.00, " "	6.00, " "	3.00 P. M.
Arrive at Toledo,---	12.15, P. M.	10.30, " "	
Leave Toledo,-----	12.40, " "	10.50, " "	
Arrive at Chicago,---	10.30, " "	8.00, A. M.	
Arrive at Cincinnati,-----			1.59 A. M.

To take effect on Monday, Nov. 17th, 1856.

On motion of Mr. DENNISON, *Resolved*, That while we recognize the right of every employee of a Railroad Company, to voluntarily retire from its service, upon proper and reasonable notice, and to demand and receive a letter of dismissal, according to his merits, we discountenance and condemn the principle of such employees associating themselves together to resist the rules and regula-

tions of the service, or embarrass the operations and business of the road.

Mr. HUBBY offered the following resolution, which was passed unanimously :

Resolved, That on and after June first, 1857, all Coupon tickets shall have printed upon their faces—"Good only for 14 days from date, when for 1,000 miles or under, and 20 days when over 1,000 miles. From (here insert place where for sale) to (here insert place where returned). This coupon will not be received for passage, unless the remaining coupons are attached."

On motion of Mr. CORNING, *Resolved*, That the subject of doing away with the present coupon ticket system and adopting in its stead a card ticket system, if practicable, be referred to the General Ticket Agents, to be acted upon at their meeting at St. Louis the 19th Nov.

On motion, adjourned to 7 P. M.

REPORT OF FREIGHT COMMITTEE,
ON
WESTWARD BOUND FREIGHT.
—
CLASSIFICATION.
—

FIRST CLASS.

Agricultural Implements, by special contract,	Clocks and Weights,
Burning Fluids,	Copper and Brass Vessels,
Baskets, double first class,	Demijohns, at owner's risk, twice 1st class,
Batting, Blinds, Bonnets and Books,	Drugs, in boxes and bales,
Boots and Shoes,	Dry Goods, in boxes, bales and trunks,
Bread and Buffalo Robes,	Feathers and Furs, Figs in drums,
Brushes and Brooms, Broom Corn, pressed,	Fish, fresh, (prepaid),
Camphene, at owner's risk of leakage,	Furniture, not boxed, by special contract,
China Ware in boxes,	Garden Seeds, Glass Ware,
Furniture in boxes, double first class,	Cabinet Ware and Furniture, set up and boxed, double first class,
Carriages in boxes, " " "	Cabinet Ware & Furniture, knocked down and well boxed, first class,
Cards, Carpeting, Corks, Confectionery,	Glass, Window,
Chairs, boxed, double first class,	Grapes in kegs,
Cigars, boxed and strapped,	Hats and Caps,
Cassia in mats, Caps & Cotton Waste,	Hides, dry, loose,
Covers and Sieves,	

H. H. Goods, well boxed,
 Hair, in sacks,
 Ink, Indigo, Iron Castings, light,
 India Rubber Goods,
 Leather, loose, Liquors in glass.
 Lemons, sacked,
 Looking Glasses, twice first class,
 Machinery, boxed,
 Moldings and Picture Frames, 1½
 first class,
 Mats and Rugs,
 Medicines,
 Marble, wrought, at owner's risk,
 Measures and Tubs,
 Muskets,
 Moss in sacks,
 Musical Instruments,
 Nuts in bags,
 Oysters in kegs and cans,
 Oranges, sacked,
 Oil in glass,
 Paper Hangings, not boxed,
 Preserves, in glass, at owner's risk,
 Pickles, Palm Leaf, Peltries,
 Printing Presses,
 Piano Fortes, at owner's risk,
 Porter and Ale, in glass,
 Ratans, Russia Bristles,
 Scythe Snaths, Scales and Scale
 Beams, B.,

Sleighs, double first class rates,
 Stoves, at owner's risk,
 Sweet Potatoes, Steam Boilers 30 ft.
 and over, 1½ first class,
 Sizing, Stove Pipe,
 Stove Plate, at owner's risk,
 Trunks,
 Tin Ware, boxed,
 Trees and Shrubby, boxed, at own-
 er's risk, and prepaid,
 Trees & Shrubby, baled, at owner's
 risk, and prepaid, 1½ first class.
 Twine,
 Toys, boxed, 1½ first class,
 Umbrellas, Veneering,
 Wagons, children's, not box'd, double
 first class,
 Wagons and Hobby Horses, boxed,
 1½ first class,
 Wax, Mineral Water in glass,
 Wine in boxes or baskets,
 Whips, Whalebone, Wheelbarrows,
 Wooden Ware, Wagon Fellows and
 Bows,
 Wrapping Paper in bundles,
 Willow Ware, double first class rates.
 Steam Boilers, 30 feet and under,
 first class.

SECOND CLASS.

Antimony, crude,
 Apples, dried,
 Axes,
 Baking Powders,
 Bed Cords,
 Bags, Bagging, Bells and Bottles,
 Boiler Flues,
 Brimstone, Binder's Boards,
 Burlaps and Duck,
 Berries,
 Carriage Springs, Axles and Boxes,
 Candles, Cocoa,
 Coffee, ground, in boxes or barrels,
 Capstans, Chocolate, Cassia in bags
 or boxes,
 China Ware in casks,
 Cutlery, Chair Stuff, Chain,
 Copper, in plates, sheets, bolts, pigs,
 wire, nails and rods,
 Copper Bottoms,
 Cheese in boxes and casks,
 Clover and Grass Seed,
 Crockery in boxes and bbls.,
 Congress and Bedford Water in box's
 or bbls.,

Dye Woods in bags or bbls.,
 Domestic Sheeting, Shirting, Tick-
 ing and Denims, in bales,
 Deerskins, pressed, Drugs in casks,
 Flaxseed, Flax, boxed,
 Forks, hay and manure,
 Figs in casks and boxes,
 Ginger, Glue, Gum Copal,
 Groceries, assorted, (not otherwise
 inserted,)
 Grass and Clover Seed,
 Hides, dry, in bales,
 Honey, Hoes,
 Herring in boxes,
 Hemp, boxed, Hardware, Hops,
 Iron, hoop, band and sheet,
 Leather in rolls and boxes, Liquor in
 wood, Liqueurice,
 Moss, pressed, Mahogany Boards and
 Planks,
 Marble Slabs, unwrought, at owner's
 risk,
 Nuts in bbls., Oakum, Oil Cloths,
 Palm Leaf, pressed,
 Paints in boxes and cans,

Printers' Ink in kegs or bbls.,	Sheep and other Skins, in bales,
Paper in boxes, Pasteboard,	Shot in bags,
Peaches, dried,	Sugar in bags,
Paper, printing,	Scales and Scale Beams, boxed.
Pepper, Prunes in casks,	Saddlery,
Paper Hangings in boxes,	Tobacco, in bales,
Pickles in casks,	Tobacco, cut, in boxes or bales.
Rubber Car Springs, loose, Packing	Tow, boxed, Tallow,
and Hose,	Tea, Type,
Rice in bbls., Raisins, strapped,	Wood in shape, Wool, Wire,
Rags in sacks,	Willow Reeds in bundles,
Scythes, Shovels and Spades, Soap,	Yarn, pressed,
Saleratus, Spice,	Zinc in rolls and sheets.
Starch, Sardines in boxes,	

THIRD CLASS.

Anvils, Ale in wood,	Lead in casks,
Beer in wood,	Lightning Rods in bundles,
Barilla, Black Lead in bbls.,	Lime in casks,
Bones, Bark and Cob Mills,	Madder in hhds., Millstones, finished,
Chickory, Cider in bbls.,	Manilla and Jute,
Cotton in square bales,	Nails in bags,
Copper in boxes and casks,	Oil in hhds. and bbls., Oysters and
Cast Steel in cases,	Clams in shell, at owner's risk,
Dye Wood in stick,	Paints, dry and in oil,
Steel,	Rubber Car Springs in bxs and cks,
Crucibles,	Rope,
Epsom Salts, in bbls.,	Shot in kegs,
Gum Shellac, original packages,	Soda in kegs or boxes,
Gas Pipes,	Spelter, Manufactured Tobacco, ex-
Hoofs and Horns,	cept Cigars and Cut,
Hides, green,	Vinegar, Wire rope,
Iron Safes, Junk, Iron Railing,	Wire Fencing,

FOURTH CLASS.

Anchors and Chain Cables,	Molasses, Mahogany Logs,
Alum in bbls and hhds.	Marble and Stone, unwrought,
Brimstone, " "	Nails and Spikes, and Nail Rods,
Bleaching Salts and Burr Blocks, and	Pitch,
Millstones in rough,	Plaster,
Barley in bags,	Rail Road Chairs and Spikes,
Barytes,	Rosin, Rags, pressed, in bales,
Car Wheels and Car Axles,	Rigging, Rice in tierces,
Cements, Crockery in crates and hhds,	Sumac, Sugar in hhds, bbls & boxes,
Chalk, Coffee, Clay, Earth Paints,	Salt, Salt Petre and Soda Ash,
Fish, salted, Earthen and Stone Ware	Tin, Tar,
in crates and hhds.	Whiting, Wool, pressed.
Iron, bar, pig, boiler and railroad,	Water Pipes,
Iron Nuts and Rivets,	Wine in casks.
Iron Castings, heavy, and Locomo-	Zinc,
tive Tire,	

On motion, *Resolved*, That Pork, Beef, Whisky, and other articles of Barrel Freight, (except Flour,) be carried only by actual weight.

EASTWARD BOUND FREIGHT.

CLASSIFICATION.

FIRST CLASS.

Agricultural Implements,	Marble, wrought, owner's risk,
Baskets, twice first class rates,	Machinery boxed, Medicines owner's risk,
Batting, Blinds, Books,	Musical Instruments,
Brushes and Brooms, Bottles,	Peaches, prepaid, Paper not boxed,
Cabinet Ware, boxed, twice first class rates,	Peltries,
Cotton Waste, in sacks or bales,	Piano Fortes boxed, Plows and Cultivators,
Carriages well boxed, twice first class rates,	Porter and Ale in Glass,
Chairs well boxed, owner's risk of chafing, twice first class rates,	Rockers,
Candies, Cigars boxed,	Scales and Scale Beams, Scythe Snaths,
Cheese loose, Covers and Sieves,	Sash,
Dry Goods, in boxes, bales and trunks,	Sleighs well boxed, twice first class rates,
Demijohns, at owner's risk, twice first class rates,	Stoves and Stove Plates, at owner's risk,
Feathers and Furs,	Saddlery, Sizing, Stove Pipe,
Fowls in crates, once and a half first class rates,	Tin Ware boxed, Trunks,
Fish, fresh, prepaid, owners risk,	Trees and Shrubby, at owner's risk, once and a half first class rates, prepaid,
Furniture, same as Cabinet Ware,	Twine,
Garden Seeds, Glass Ware, owner's risk,	Veneering,
Glass, window, over 12 by 20,	Wagons, children's, same as Cabinet Ware,
Glue,	Waste, Wadding, Water, mineral,
Honey, Hair in sacks,	Wheelbarrows, Wool in sacks,
Iron Castings, light, owner's risk,	Wine in Boxes,
Leather loose,	Wooden Ware and Covers.
Live Stock, owner's risk,	
Looking Glasses, owner's risk, twice first class rates,	

SECOND CLASS.

Axes,	Nuts,
Apples, green and dried,	Oil Cloth,
Buffalo Robes, Beeswax, Broom	Paper in boxes, Paints, dry and in oil,
Corn, pressed,	Pickles and Cucumbers in casks,
Bells, Binder's Boards, Butter,	Potatoes, Paper, wrapping and printers',
Chair Stuff, Cheese,	Quinces,
Clover and Grass Seed,	Rags in sacks,
Domestic Goods,	Straw Paper, Scythes, Sugar, maple,
Deer and other Skins in bales,	Saleratus,
Earthen and Stone Ware,	Straw Boards,
Eggs in barrels, owner's risk,	Tobacco in bales, Tow boxed, Tea,
Flax Seed, Flax boxed, Hardware,	Tin and Type,
Glass, window, under 12 by 20, Ginseng,	Wine in casks,
Dry Hides, Hoes, Hops, Ham and Bacon loose,	Wood in shape,
Hemp Yarn, Hemp boxed,	Yarn pressed.
Leather in rolls and boxes.	

THIRD CLASS.

Alcohol in casks, Ale in barrels,	Junk, Joiner's Work,
Beans,	Lath,
Beer in barrels,	Millstones,
Burr Blocks, Bleaching Salts, Bones,	Peas,
Cider,	Sand, Shooks, Spokes, Staves and
Candles, Soap,	Heading,
Flour and Meal in bags,	Salt in bags,
Hoops, Hoop Poles,	Vinegar,
Hemp, at owner's risk in all cases,	Starch on manufacturer's account,
Hogs Hair, Hoofs and Horns,	Wood in shape, boxed,
Ropes,	Iron Safes.
Iron Castings, large and plain,	

FOURTH CLASS.

Ashes, pot and pearl,	Hogs,
Beef, salted in casks,	Lard, Potatoes,
Copper, pig or ore, Cotton,	Oil and Oil Cake in casks or bags,
Fish, salted, in casks,	Pig Lead, Pork, salt, in casks, or
Coal and Chain Cables,	boxes, Plaster,
Cement,	Lead, pig, Lime and Lumber,
Grain : Corn, Oats, Barley, Wheat	Salt in barrels,
and Rye, in bags or casks, Grind-	Stone unwrought, Sugar,
stones,	Tobacco in hhd. or boxes, Tallow,
Hams and Shoulders in casks,	Whisky, Molasses,
Hides, green,	Bacon, in casks and boxes,
Iron, bar, boiler and pig, Iron Cast-	Nails and Spikes.
ings, heavy,	

The following rates were agreed upon by the Committee, from New York.

WESTWARD.

To take effect November 1st.

	1st Class.	2d Class.	3d Class.	4th Class.
To Cincinnati, -----	155	120	100	95
To Columbus, -----	143	113	93	88
To Indianapolis -----	165	130	110	100
To Chicago and Joliet, -----	225	169	140	113

RATES WESTWARD FROM BOSTON.

	1st Class.	2d Class.	3d Class.	4th Class
To Cincinnati, -----	165	130	110	105
To Columbus, -----	153	123	103	98
To Indianapolis, -----	170	140	120	110
To Chicago and Joliet, -----	225	169	140	113

It being understood that if the Michigan Central R. R., which is not represented here, wish to reduce the first class rate from N. York to Chicago from 2,25 to 2,00, it shall not be considered a violation of good faith.

OFFICE OF THE BALTIMORE AND OHIO R. ROAD CO. }
BALTIMORE, September 27th, 1856. }

To the President of the Convention of East and West Railroad Lines, Cleveland:

SIR: With some doubts as to the propriety of making any compacts with competing lines, in establishing or maintaining arbitrary rates for their business, this Company sent its representatives to the late Convention at Cincinnati, of which your meeting, at Cleveland, on the first day of October, is an adjourned session.

This Company felt, however, that it was due to its Western friends in the Convention, with whom it enjoys business relations, that *they* should be advised of its good disposition to continue unbroken its connection with them. It also desired to explain to *all parties* represented, that while disposed, for good reasons, to enter into no compacts with competitors, it was anxious to secure such returns for all its business, as would compensate it for its labors, and at the same time prevent it from offering any unnecessary conflict with its rivals, to the detriment of the general railroad interests.

Its reluctance to become a party to further compacts made in Convention, arises *in the first place*, from the conviction, that it is under no present, or probable future necessity of taking such a course, in order to secure its legitimate share of business; and *in the second place*, because it does not desire to bind itself to rules or conditions which may conflict with the laws of trade, or which may deny to it the rich results of its well recognized advantageous position and connections. This reluctance is strengthened by the known facility with which former compacts have been broken, or neutralized by the bad faith, or the indifference of those who have found it convenient to ignore or evade them.

Without being disposed to arraign any party as especially guilty of the infringement of previous Conventional agreements, this Company is satisfied to know that your Convention is fully aware that such violations have been made to a serious degree, and at the same time to assure the Convention, that in no instance has *this Company* departed from its agreements, until after such agreements had been virtually annulled by the action of others. This latter statement is considered called for, in view of recent attempts made by guilty parties for selfish purposes, to direct the odium of the railroad community against this Company. A contradiction of the truth of the said statement is confidently defied.

While expressing the views of this Company, it may be well to indicate, briefly, its policy regarding the general subject of rates, as follows :

1st. The establishment of such charges for the transportation of freight and passengers as will enable it to pay the interest upon its debt ; make a fair return to its stockholders ; keep the road in complete equipment and repair ; and, to so extend its facilities from time to time, as to enable it to continue serving the public with satisfaction.

2nd. In addition to its local business, to carry freight and passengers between all the chief Atlantic cities, and the principal competing points in the Central and Southern States of the West.

3d. In the transportation of freight and passengers between Boston and New York and the West, this Company will fully maintain such rates as may be agreed upon by the railroad lines leading directly west from those places.

4th. In the transportation of freight and passengers between Philadelphia and the several competing points in the West by any route, this Company will fully maintain such rates as may, from time to time, be agreed to, or acted upon, by and between the Pennsylvania Central and this Company.

5th. In the transportation of all freight and passengers, between Baltimore and the several competing points in the West, this Company declares its right of fixing the rate at such figure as, while offering no unfairness toward others, will secure to the Baltimore and Ohio Railroad its own legitimate trade, and to the city of Baltimore the benefits to which she is justly entitled from her proximity with the great West.

To this Company, and to the community of Baltimore, the policy thus indicated, and especially the fifth proposition, is vital. No rivalry or antagonism can be allowed to prevail against it; (except such as may alike conduce to the advantage of Baltimore,) and to maintain it, the Company is prepared, (if necessity requires it,) to sacrifice all other considerations.

In view of the recent large crops, and the present and prospective general prosperity of the country, this Company deems it desirable to establish the Winter tariff on freights at an earlier date than usual, say upon the first day of November ensuing, and expresses its willingness to conform to that or any other date upon which the Convention may determine.

The undersigned was desirous of presenting the foregoing views

in person, and regrets that the motion of his representatives at Cincinnati, to adjourn to Baltimore, did not prevail, inasmuch as circumstances incidental to the expiration of the official year of the Company, (30th inst.,) will prevent his or their attendance at Cleveland.

Wishing the members of the Convention a harmonious and satisfactory session; desirous that their labors may conduce to the advancement of the great interests they represent; and asking that this paper may be spread upon the journal of the Convention, he subscribes himself, respectfully, your ob't serv't,

C. BROOKS,
President B. & O. R. Rd Co.

BY TELEGRAPH, BALTIMORE, Oct. 1, 1856.

To D. S. Gray:

We will include passengers and freight in our third and fourth propositions.

JOHN W. GARRETT.

MINORITY REPORT OF FREIGHT COMMITTEE,

On the subject of carrying up the Fourth Class of the present Tariff into the Third, adopting on both the price of the latter.

The undersigned, being a minority of your Committee on the subject above named, respectfully submit the following Report:

Whereas, in accordance with the spirit of this Convention, your Committee having been appointed to investigate and modify the present Through Westward Tariff—at the same time having in view the resolutions passed by the Cincinnati Convention—to adopt a common classification and remunerative rates on the four great Westward lines and their connections, it is

Resolved, That your Committee of the minority recommend to this Convention a candid consideration of the subject at issue, as due to the great interests here represented, and the prevalent wish to advance mutually on the extremely low price of the class named, kept down, (as your Committee believe,) by groundless fear of competition.

Resolved, That your Committee would also beg to represent that, in their opinion, so wide a division as adopted by the majority, serves to complicate the practical working of our carrying interests, by mixing up analogous articles of the third and fourth classes, thereby causing one of the most fruitful sources of com-

plaint to be met with between the carrier and customer. And lastly, leave for your consideration in detail, the diminished resource resulting from a heavy business operated at comparatively so low a rate.

All of which is respectfully submitted.

H. E. SARGENT,
G. WILLIAMS, JR.,
M. W. STARIN,
D. S. GRAY, Cent'l Ohio R. R.,
JOHN MULFORD.

Judge WRIGHT moved that the letter from the Baltimore and Ohio R. R. be received and placed on the Journal of the Convention, without intending thereby to sanction the censure of any parties. Adopted unanimously.

On motion, *Resolved*, That Pork, Beef, Whiskey, and other articles of Barrel Freight, (except Flour,) be carried only by actual weight.

Mr. GRAY moved that the whole question of water and rail be indefinitely postponed. Lost; 11 noes, 9 ayes.

Mr. NEWMAN moved that where there may be a line all rail between points, and between the same points a line part rail and part water, the lines composed in part of rail with water, the lines of rail composing such points with water shall charge the customary local freights of such railway lines.

Mr. SMITH moved that Mr. NEWMAN's amendment be laid on the table. Carried.

Mr. NEWMAN moved an amendment to strike out original resolution. Lost; 14 noes, 4 ayes.

Mr. HUBBY moved that the resolution of the Committee be adopted. Carried.

Resolved, That wherever and whenever there are competing routes between common points, one of which is composed of all rail and the other part rail and part water, the lines of all rail shall have the right to carry at the same rates as may be charged by the line composed of part rail and part water.

On motion of Mr. DENNISON, *Resolved*, That a Committee of five be appointed to report at the next general Convention of Rail Road officers, what, if any, practicable plan can be adopted—

1st. To abolish the use of coupon tickets.

2d. To prevent the selling of tickets elsewhere than at the regular office or offices of each particular Rail Road Company.

Carried.

Committee—Mr. RAMSDELL, Mr. CORNING, Mr. SLOAN, Mr. STONE, Mr. BROOKS, Mich. Central R. R.

On motion of Mr. BROUGH, *Resolved*, That if any Rail Road Company shall refuse to accede to the rates of fare and freight adopted by this Convention, or shall knowingly, directly or indirectly violate the same, by the payment of commissions or allowance of drawbacks, or otherwise, after having acceded thereto, either on its own line, or by forming part of, and working with a through line that may be violating them, all other Companies interested therein shall refuse to receive or sell through tickets, and to receive or send through freight over or from the road of the offending party, while such violation continues. Carried.

On motion of Mr. HOUSTON, *Resolved*, That no receipts will be given or contracts be made, by any Rail Road Company or their representatives, binding themselves or connecting lines to deliver freight from any point to any other point beyond the terminus of its own road, within a specified time, without twenty per cent. addition to the regular rates. Carried; 11 ayes, 6 noes.

On motion of Mr. HUBBY, *Resolved*, That the Freight Tariff go into operation November 15th.

On motion of Mr. HUBBY, *Resolved*, That the Convention adjourn, to meet at 9 A. M., Friday, Oct. 3d.

Adjourned.

FRIDAY, OCT. 3, 9 A. M.

Convention met pursuant to adjournment. Minutes read, amended and approved.

On motion of Mr. HOUSTON, *Resolved*, That the question as to the propriety of giving free passes be referred to the Committee on Coupon Tickets. Carried.

On motion of Mr. BROUGH, *Resolved*, That no President or Superintendent shall give letters to employees, or others, recommending them to passes on other roads.

On motion of Mr. S. S. L'HOMMEDIEU, *Resolved*, That the foregoing resolution shall take effect and be in force from the 15th of October, inst., and that all arrangements heretofore made for the payments of commissions or allowances of drawbacks by which the regular tariff rate shall be reduced to the shipper, shall be discontinued at that time, and there shall be no commission paid at any point where the Company has an office to receive freights.

Adopted.

On motion of Mr. ROCKWELL, Pres't C. & P. R. R., *Resolved*,

That in order to avoid the recurrence of embarrassments in the carrying out of the decisions of this and future similar Conventions, it is expedient that there be created a board of five members, to whom all complaints of violation of rules and regulations, and questions of construction, shall be referred. Said board to hold its meetings in the city of New York, at such times as they may deem necessary. And that three members shall constitute a quorum for the transaction of business.

Resolved, That the decisions of the board shall be conclusive on all parties interested, until reversed by a general Convention.

Carried.

Resolved, That this board consist of the Presidents of the following Rail Road Companies: New York Central, New York & Erie, Western, of Mass., Pennsylvania, Baltimore & Ohio.

Adopted.

On motion of Mr. KILGOUR, *Resolved*, That it is the opinion of this Convention, that local half fare tickets should be issued to clergymen residing in the counties through which the respective roads run. Adopted.

Resolved, That in the opinion of this Convention, the practice of selling half fare tickets to political and other Conventions, except Agricultural, State and County Fairs, and that excepting to parties of fifty or more, from any one point, should be discontinued on and after the first January, 1857, and that no coupon half fare ticket should be issued for this purpose, except as above.

On motion of Mr. WILKINSON, *Resolved*, That in the judgment of this Convention, the system of advertising by bills posted and distributed, as now practiced by many of the railroad companies in our country, is not the best calculated to insure to the public the accurate information desired, is very expensive, and, by reason of the extent to which it is carried, rather leads to confusion and doubt as to the real operation and connection of the trains of the various companies.

Resolved, That an accurate monthly publication, that shall contain the time tables of the various rail-roads, the connections, the fares, the number of trains, &c., and which shall be made up from the reports and careful statements by the respective companies, and sold at not exceeding cents per copy, would furnish cheaper and much more general and reliable information to the public, than the present system of posted and distributed bills, and that it is recommended to the several railroad companies, to

consider this matter, and to take measures to initiate the proposed system.

On motion of Mr. HOUSTON, the letter of Mr. GORDON to Mr. D. S. GRAY be placed on the records of the Convention.

TRANSPORTATION OFFICE BALTIMORE & OHIO R. R. Co. }
BALTIMORE, Sept. 29, 1856. }

D. S. GRAY, Esq., of C. O. R. R., is authorised to assent to the arrangement, by the four east and west lines, on our behalf, for establishing a uniform system of classification for freights transported over this road.

L. S. GORDON,
Gen'l Freight Agent.

BY W. H. SMITH,
Ass't Fr't Ag't.

CORRECTION of an error in Report of Proceedings of Cincinnati Convention, on page 21. Mr. BROUGH's amendment stricken out, and the following resolution inserted:

Resolved, That Second Class Tickets be sold only on one train, and that the Superintendents of the N. Y. Central, N. Y. & Erie, the Penn'a Central, the Baltimore & Ohio Rail Roads, designate the trains on which the same shall be sold.

On motion of Mr. BROUGH, *Resolved*, That any party desiring to advance rates over their portion of the line, shall give fifteen days notice from date, to all the parties composing the through line of which they are a part, before such advance shall go into effect.

On motion of Mr. HUBBY, *Resolved*, That Winter rates on Eastward bound freights, all the way by rail, shall be, between Cincinnati and New York,—

On 1st Class, 155, 2d, 120, 3d, 100, 4th, 95, Flour, bbl., 175.

Between Indianapolis and New York,—

On 1st Class, 165, 2d, 130, 3d, 110, 4th, 100, Flour, bbl., 180.

Between Columbus and New York,—

On 1st Class, 143, 2d, 113, 3d, 93, 4th, 85, Flour, bbl., 160.

Carried.

On motion of JOHN BROUGH, *Resolved*, That a Committee of the through lines represented, be appointed, to meet at Buffalo on the 22d day of October, who shall have power to arrange the distribution of the foregoing rates between the several roads interested, and fix rates to other points not therein named. That said Committee, if they agree thereto, may advance said rates, but

may not reduce them. That they shall give notice of their action to the respective parties in interest, and the same shall take effect under the rules, and as an order of this Convention.

Committee.—GORDON, B. & O. R. R. ; GRAY, C. O. ; HOUSTON, P. C. ; HOUSTON, O. & P. ; BLANCHARD, N. Y. & E. ; DRULLARD, N. Y. C. ; HILLS, C. C. & C. & C. & E. ; BROWN, Mich. S. ; WILLIAMS, Mich. C. ; Mr. BROUGH, B. & I. and I., P. & C. ; Mr. SARGENT, B. & W. ; Mr. TILTON, Toledo, W. V. & St. L. ; Mr. SHERWOOD, C., H. & D.

On motion of Mr. BROUGH, *Ordered*, That the Secretary furnish a copy of the resolution to each member of the Committee.

On motion of Mr. GRAY, *Resolved*, That the eastward bound freight rates take effect on the 15th Nov.

Moved by Mr. L'HOMMEDIEU, that the thanks of the Convention are given to the C., C. & C., and C., P. & A. R. R. Cos., for use of rooms during the sitting of this meeting.

On motion of Mr. L'HOMMEDIEU, a vote of thanks was tendered to the President and Secretaries, for the faithful and efficient performance of their duties.

Moved by Mr. BROUGH, that 1000 copies be printed, and a number be sent to each of the Companies represented, with bill of expense.

Adjourned, *sine die*.

HOMER RAMSDELL, *President*.

ALFRED WILKINSON, }
H. C. MARSHALL, } *Secretaries*.

APPENDIX.

The Committee appointed by the Convention held at Cleveland, Oct. 1, 1856, to arrange the distribution of rates adopted by the Convention, and to fix rates to points not named, met at Buffalo, pursuant to call. Present,

Mr. GRAY, Central Ohio R. R.,
 Mr. HOUSTON, P. F. W. & C. R. R.,
 Mr. BLANCHARD, N. Y. & E. R. R.,
 Mr. DRULLARD, N. Y. Central R. R.,
 Mr. HILLS, C. C. & C. and C. P. & A. R. R.'s,
 Mr. SPENCER, B. & I. & I. P. & C. R. R.,
 Mr. SARGEANT, B. & W. R. R.,
 Mr. SPALDING, M. R. & L. E. R. R.

On motion, Mr. DRULLARD, of N. Y. Central R. R., was appointed Chairman, and Mr. BLANCHARD, of N. Y. & E. R. R., Secretary.

On motion, the following rates were agreed upon, from Boston and New York to the following places, viz.:

On Westward Bound Freight from Boston.

Boston to Cleveland,	130	105	88	} <i>All Westward.</i>
Boston to Toledo,	153	123	103	
Boston to Columbus,	154	126	104	
Boston to Xenia,	164	131	109	
Boston to Dayton,	164	131	109	
Boston to Cincinnati,	166	133	111	
Boston to Springfield,	159	131	109	
Boston to Bellefontaine,	150	122	104	
Boston to Indianapolis,	174	140	121	

*On Westward and Eastward bound Freight from New York,
via Buffalo or Dunkirk.*

New York to Cleveland,	129	97	82	70	<i>Westward.</i>
New York to Toledo,	152	115	97	82	<i>Westward.</i>
New York to Columbus,	143	113	93	88	<i>West & East.</i>
New York to Xenia,	153	118	98	93	<i>West & East.</i>
New York to Dayton,	153	118	98	93	<i>West & East.</i>
New York to Cincinnati,	155	120	100	95	<i>West & East.</i>
New York to Springfield,	148	118	98	93	<i>West & East.</i>
New York to Bellefontaine,	141	112	98	88	} <i>West and</i>
New York to Indianapolis,	165	130	115	100	
					<i>East.</i>

To take effect on and after the 15th day of Nov. 1856.

On motion of Mr. SARGEANT, the following resolution was passed:

Resolved, In view of the imperfect manner in which the proofs of the Report of the Cleveland Convention appeared, it is moved that Mr. HILLS be appointed a Committee to consult with the Secretaries of that Convention, and aid in arranging the matter in proper form for printing, as also to add the doings of this Committee, which shall be furnished by the Secretary, as an appendix to the Report, printing and circulating the same, in accordance with the vote of the Convention.

BUFFALO, October 24, 1856.

The following revised Classification was adopted by the Freight Committee, at Buffalo, at the above meeting.

WESTWARD BOUND FREIGHT.

CLASSIFICATION.

FIRST CLASS.

Agricultural Implements, by special contract,	Fish, (fresh,) prepaid,
Burning Fluids, owner's risk of leakage,	Garden Seeds, Glass Ware,
Baskets, twice first class rates,	Window Glass,
Batting, Blinds, Bonnets and Books,	Grapes in kegs,
Boots and Shoes,	Hats and Caps, Hides, (dry,) loose,
Bread and Buffalo Robes,	Household Goods, (not Furniture,) well boxed,
Brushes and Brooms, Broom Corn, pressed,	Hair, in sacks,
Camphene, at owner's risk of leakage,	Ink, Indigo, Iron Castings, light,
China Ware in boxes,	India Rubber Goods,
Carriages, well boxed, twice first class rates, owner's risk,	Leather, (loose,) Liquors in glass,
Cabinet Ware, set up and boxed, twice first class rates,	Lemons, sacked,
Cabinet Ware, knocked down, and well boxed, first class rates,	Looking Glasses, boxed, twice first class rates,
Cards, Carpeting, Corks, Confectionery,	Machinery, boxed, Mattrasses, twice first class rates,
Chairs, boxed, twice first class rates,	Mouldings and Picture Frames, once and a half first class rates,
Cigars, boxed and strapped,	Mats and Rugs, Medicines, Muskets,
Cassia in mats, Caps & Cotton Waste,	Marble, wrought, at owner's risk,
Covers and Sieves,	Measures and Tubes, Moss in sacks,
Clocks and Weights,	Musical Instruments, Mineral Water, in glass,
Copper and Brass Vessels,	Nuts, in bags,
Demijohns, at owner's risk, twice first class rates,	Oysters, in kegs and cans,
Drugs, in boxes and bales,	Oranges, sacked, Oil, in glass,
Dry Goods, in boxes, bales and trunks	Paper Hangings, not boxed,
Furniture, set up and boxed, twice first class rates,	Preserves, in glass, at owner's risk,
Furniture, knocked down, well boxed, first class rates,	Pickles, in glass, at owner's risk,
Furniture, not boxed, only taken by special contract,	Palm Leaf, Pelties,
Feathers and Furs, Figs in drums,	Printing Presses,
	Piano Fortes, at owner's risk,
	Porter and Ale, in glass,
	Rattan, Russia Bristles
	Steam Boilers, thirty feet and under,
	Steam Boilers, over thirty feet, once and a half first class rates,

Scythe Snaths,
Scales and Scale Beams, not boxed,
Sleighs, boxed, twice first class rates,
Stoves, at owner's risk,
Sweet Potatoes,
Stove Pipe, Sizing,
Stove Plates, at owner's risk,
Trunks, Tin Ware, boxed,
Trees and Shrubby, boxed, owner's risk and prepaid,
Trees and Shrubbery, baled, owner's risk, once and a half first class rates, prepaid,
Twine,

Toys, boxed, once and a half first class rates,
Umbrellas, Veeneering,
Wagons, children's, not boxed, twice first class rates,
Wagons and Hobby Horses, boxed, once and half first class rates,
Wax, Wine, in boxes or baskets,
Whips, Whalebone, Wheelbarrows,
Wooden Ware, Wagon Felloes and Bows,
Wrapping Paper in bundles,
Willow Ware, twice first class rates,
Wool.

SECOND CLASS.

Antimony, Crude,
Apples, dried, Axes,
Baking Powders, Bed Cords, Bags,
Bagging, Bells, Bottles,
Boiler Flues, Brimstone, in boxes or kegs,
Binder,s Boards, Burlaps, Berries,
Carriage Springs, Axles and Boxes,
Candles, Cocoa, Chocolate,
Coffee, ground, in boxes or barrels,
Capstans, Cassia, in bags or boxes,
China Ware, in Casks, Currants, dry,
Cutlery, Chain, Chair Stuff, in rough,
Copper, in plates, sheets, bolts, pigs, wire, nails or rods,
Copper Bottoms,
Cheese, in boxes or casks,
Clover and Grass Seed,
Crockery, in boxes and barrels,
Congress and Bedford Water, in boxes or barrels,
Dye Woods, in bags or barrels,
Domestic Sheeting, Shirting, Ticking, and Denims, in original bales,
Duck, Drugs in Casks,
Deer Skins, pressed,
Flax Seed, Flax, boxed,
Forks, hay and manure,
Figs, in casks and boxes,
Ginger, Glue, Gum Copal,
Groceries, assorted, (not otherwise specified.)
Grass and Clover Seed,
Hides, dry, in bales,
Honey, Hoes, Hops,
Herring, in boxes,

Hemp, boxed, Hardware,
Iron, hoop, band and sheet,
Leather, in rolls or boxes,
Liquor, in wood, Liquorice,
Lead, pipe, bar and sheet,
Mahogany, boards and plank,
Marble Slabs, unwrought, owner's risk,
Moss, pressed in, bales,
Nuts, in barrels or casks,
Oakum, Oil Cloth,
Paints, in boxes and cans,
Palm Leaf, pressed,
Printer's Ink, in kegs or barrels,
Paper, in boxes, Pasteboard,
Peaches, dried, Printing Paper,
Prunes, in casks, Pepper,
Paper Hangings, in boxes,
Pickles, in casks,
Rubber Car Springs, loose,
Rubber Packing and Hose,
Rice, in barrels,
Raisins, strapped, Rags in sacks,
Scythes, Shovels, Spades, Soap,
Saleratus, Spice, Starch, Saddlery,
Sardines, in boxes,
Sheep, and other skins, in bales,
Shot, in bags, Sugar, in bags,
Scales and Scale Beams, boxed,
Tobacco, in bales,
Tobacco, cut, in boxes or barrels,
Tow, boxed, Tallow, Tea, Type.
Wood, in shapes, Wire,
Willow Reeds, in bundles,
Yarn. pressed,
Zinc, in rolls and sheet.

THIRD CLASS.

Anvils,	Lightning Rods, in bundles,
Ale and Beer, in wood,	Lime, in casks,
Barilla, Bones,	Madder, in hhds., Millstones, finished,
Black Lead, in barrels,	Manilla,
Bark and Cob Mills,	Nails, in bags,
Chickory, Cider, in bbls. or hhds.,	Oysters and Clams, in shell, owner's risk,
Cotton, in square bales,	Oil, in hhds. or barrels,
Copper, in boxes and casks,	Paints, dry and in oil,
Crucibles,	Rope, Rubber Car Springs, in boxes and casks,
Dye Woods, in stick,	Spelter, Shot, in kegs, Soda, in kegs or boxes,
Epsom Salts, in barrels,	Steel,
Gum Shellac, in original packages,	Tobacco, manufactured, (except Cigars, or cut,)
Gas Pipe,	Vinegar,
Hoofs and Horns,	Wire Rope, Wire Fencing,
Hides, green,	White Lead,
Iron Safes,	
Iron Railing,	
Junk, Jute,	
Lead, in casks or pig,	

FOURTH CLASS.

Anchors,	Molasses, Mahogany Logs,
Alum, in bbls. and hhds.,	Marble, in block, unwrought,
Brimstone, in bbls. and hhds.,	Mill Stones, in rough,
Bleaching Salts, Burr Blocks,	Nails and Spikes, Nail Rods,
Barley, Barytes,	Pitch, Plaster,
Car Wheels and Axles,	Railroad Chairs and Spikes,
Cements, Chalk,	Rosin, Rigging,
Crockery, in crates and hhds.,	Rags, pressed in bales,
Clay, Coffee, Chain Cable,	Rice, in tierces,
Earth Paints, Earthen and Stone ware, in crates and hhds.,	Sumac, Salt, Saltpetre, Soda Ash.
Fish, salted,	Sugar, in hhds., bbls. and boxes.
Iron, bar, pig, boiler and railroad,	Stone, unwrought,
Iron Nuts and Rivets,	Tin, Tar,
Iron Castings, heavy,	Whiting, Water Pipes,
Locomotive Tire,	Wool, foreign, pressed.
	Zinc, in casks.

EASTWARD BOUND FREIGHT.

CLASSIFICATION.

FIRST CLASS.

Agricultural Implements, by special contract,	Looking Glasses, owner's risk, twice first class rates,
Baskets, twice first class rates,	Marble, wrought, owner's risk,
Batting, Blinds, Books,	Machinery boxed, Medicines owner's risk,
Brushes and Brooms, Bottles,	Musical Instruments,
Cabinet Ware, boxed, twice first class rates,	Peaches, prepaid, Paper not boxed, Peltries,
Cotton Waste, in sacks or bales,	Piano Fortes boxed, Plows and Cultivators,
Carriages well boxed, twice first class rates,	Porter and Ale in Glass,
Chairs well boxed, owner's risk of chafing, twice first class rates,	Scales and Scale Beams, Scythe Snaths,
Candies, Cigars boxed,	Sash,
Cheese loose, Covers and Sieves,	Sleighs well boxed, twice first class rates,
Dry Goods, in boxes, bales and trunks,	Stoves and Stove Plates, at owner's risk,
Demijohns, at owner's risk, twice first class rates,	Saddlery, Sizing, Stove Pipe,
Feathers and Furs,	Tin Ware boxed, Trunks,
Fowls in crates, twice first class rates,	Trees and Shrubby, at owner's risk, one half first class rates, prepaid,
Fish, fresh, prepaid, owners risk,	Twine,
Furniture, same as Cabinet Ware,	Veneering,
Garden Seeds, Glass Ware, owner's risk,	Wagons, children's, same as Cabinet Ware,
Glass, window,	Waste, Wadding, Water, mineral,
Glue,	Wheelbarrows, Wool in sacks,
Hides, dry,	Wine in Boxes,
Honey, Hair in sacks,	Wooden Ware and Covers.
Iron Castings, light, owner's risk,	
Leather loose,	
Live Stock, owner's risk, .	

SECOND CLASS.

Axes,	Leather in rolls and boxes,
Apples, green and dried,	Nuts,
Buffalo Robes, Beeswax, Broom	Oil Cloth,
Corn, pressed,	Paper in boxes, Paints, dry and in oil,
Bells, Binder's Boards, Butter,	Pickles and Cucumbers in casks,
Chair Stuff, Cheese,	Paper, wrapping and printing.
Clover and Grass Seed,	Rags in sacks,
Domestic Goods,	Straw Paper, Scythes, Sugar, maple,
Deer and other Skins in bales,	Straw Boards,
Earthen and Stone Ware,	Tobacco in bales, Tow boxed, Tea,
Eggs in barrels, owner's risk,	Tin and Type,
Flax Seed, Flax boxed, Hardware,	Wine in casks,
Ginseng,	Wood in shape.
Hoes, Hops, Ham and Bacon loose,	Yarn pressed.
Hemp Yarn, Hemp boxed,	

THIRD CLASS.

Alcohol in casks, Ale in barrels,	Junk, Joiner's Work,
Beans,	Lath,
Beer in barrels,	Millstones,
Burr Blocks, Bleaching Salts, Bones,	Peas,
Cider,	Ropes,
Candles, Soap,	Sand, Shooks, Spokes, Staves and Heading,
Flour and Meal in bags,	Salt in bags,
Hops, Hoop Poles,	Vinegar,
Hemp, at owner's risk in all cases,	Starch and Saleratus, on manufacturer's account,
Hogs Hair, Hoofs and Horns,	Wood in shapes, boxed,
Iron Castings, large and plain,	
Iron Safes.	

FOURTH CLASS.

Ashes, pot and pearl,	Iron, bar, boiler and pig, Iron Castings, heavy,
Bacon, in casks or boxes,	Lard, Potatoes,
Beef, salted in casks,	Lime and Lumber,
Copper, pig or ore, Cotton.	Nails and Spike,
Coal, Chain Cables,	Oil and Oil Cake in casks or bags,
Cement,	Pig Lead, Pork, salted, in casks, or boxes, Plaster,
Fish, salted, in casks,	Salt in barrels,
Grain : Corn, Oats, Barley, Wheat and Rye, in bags and casks, Grindstones,	Stone unwrought, Sugar,
Hams and Shoulders in casks,	Tobacco in hhds. or boxes, Tallow,
Hides, green,	Whisky, Molasses,

